

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.Mr. HENRY DALLAS'
MUSICAL COMEDY COMPANY,
presenting all theLATEST LONDON
SUCCESSSES.GRAND OPENING,
SATURDAY NEXT,
MARCH 9TH.With a magnificent production for the
FIRST TIME IN HONGKONG
OF THE VERY LATEST MUSICAL
SUCCESS,"FLORODORA."
NOW DRAWING CROWDED HOUSES
NIGHTLY AT THE
LYRIC THEATRE, LONDON.FULL CHORUS.
AUGMENTED ORCHESTRA.
Musical Director—Mr. W. F. Vallance.MAGNIFICENT SCENERY,
by Mr. W. H. Pufford.BEAUTIFUL DRESSES,
by the leading London firms.The whole produced by
Mr. HENRY DALLAS.THURSDAY NEXT,
"SAN TOY."

PLAN at ROBINSON PIANO CO.

ADMISSION—\$3, \$2 & \$1.
No Half-price.

Doors Open at 8.30 P.M., Commence at 9 P.M.

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Hongkong, 7th March, 1901. [288c]

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&c., apply to

had gradually worked its way down, was the power which at that moment was exercising far and away the greatest power and influence in the north of China, and unless some serious steps were taken, it was likely to absorb a very considerable portion of the north of China. He did not think they would succeed in annexing it. It was just like what was taking place on the banks of the Amur. Eastern Siberia was almost entirely Chinese and the Chinese did not seem to be a people that were likely to be absorbed or lost in any other nationality. They were much more capable of absorbing other nationalities. The present tendency seemed to be that China must go, and there was the probability of the state being divided up and foreign powers exercising control over certain portions. Who was the other Asiatic power? Great Britain was mistress of India. The jewel of her Eastern possessions was India, which was threatened seriously by Russia and Russian advances. It was the custom of most writers to ignore the Indian dominions and to take no notice of the fact that Russian aspirations had been for the last century or more directed to the acquisition of the complete Asiatic Continent, India included. We professed to have no interest in China but the interests of trade and commerce. Admitted for the sake of peace and quietness that this reticence was observed, in the minds of all thinking men who had the interests of the British Empire at heart, the fact must prevail, pressing on the conscience, that the further we were parting her for the interests of trade and commerce, we had also on the fire our interests as an Asiatic power, and the danger of the rapid advance which the Russians had made within the last century, the advance which had brought her from the extreme north of Siberia from 100 miles north of the Amur, down into immediate contact with Peking on the south, to the Beijing on the north and the Great Wall of China the immediate East. And whatever the actual position in China might be at that present moment, that position was interesting to us and must always remain so, because of the possibilities, the probabilities he might almost say, of Russia, in consequence of the conflict between the European powers, attaining to a position in China and a control over China which might very easily become fatal to all our interests in Asia and a menace to our great empire in India. There were only two good redeeming features at present. China might gather up and hold her own, as we might say Japan was at the present time doing. Consider what Japan had done during thirty years. His own opinion had been that the Chinese were geographically and mentally a far superior race to the Japanese, although the latter were in possession of many good qualities that were absent in the Chinese character. The Chinese were a superior race and in the long run they would play a bigger part in the affairs of the world. It was probable that China might be able to defend herself, and to place a barrier against Russian advances, then India was safe. It was also to be borne in mind, considering the present position, that Japan, which was a great power in these waters, had the very greatest interest in opposing the advance of Russia; that Germany, whether or not Germany was more or less friendly to Russia, gained by playing into the hands of Russia to a greater or less extent. Germany had solidly established herself in Slang Tung and had endeavored to establish her trade and commerce in the Far East and would have a definite interest in opposing Russian Advance. There was also to be borne in mind the fact, that the United States, the most powerful of all nations had established herself in the Philippines. There was Australia, devoted to military pursuits, who would form, in a short time, a most effective reserve for British power and authority in the Far East, and who were likely to support British interests not merely out of sympathy, as they had for their own protection the greatest possible interests in resisting Russian advance, on the south of China or on India, because Russian control over Asia would be a very serious menace to Australia.

He had taken so much time to put into words certain thoughts which had been gathered together in his mind in the last few years in consequence of the study of certain subjects; his listeners might say "Well, that is what you think but we think otherwise." Everyone had a right to think precisely as their own judgment led them. If he had spoken dogmatically on the subject he apologized for it; if he had given any one of them any fresh matter for their consideration he would have done far more than he had expected to do. (Loud applause.) Mr. Pollock then addressed the meeting. He said he was sure he only voiced the opinion of them all when he said they were extremely indebted to Mr. Francis for the very careful exposition which he had given to them of the situation in the Far East. (Applause.) He was very glad indeed to hear the stand which Mr. Francis made on behalf of the Chinese and to hear the way in which he spoke of the good order and government which prevailed almost universally throughout the Chinese Empire (Hear, hear.) He considered he was quite justified in saying that if any country in Europe had been so hard-pressed as the Chinese nation had been lately, there would have been a greater degree of disorder, in proportion, than they had recently witnessed in the Chinese empire. (Hear, hear.) What he should like to suggest to them for their consideration was this—that Great Britain and the other chief commercial powers in the Far East had themselves a very great interest, quite as great an interest perhaps as the Chinese, in the preservation of the integrity of the Chinese empire. He was very glad to read the other day the Anglo-German agreement with regard to China. From this it appeared that Great Britain and Germany were agreed that no further inroads should be made upon Chinese territory, and the only regret which he felt was that the Japanese and the Americans were not also signatories to the treaty. (Hear, hear.) He believed, from what he could understand, that Japan and the United States had in principle adhered to the treaty, but it seemed to him it would have been a good thing and would have tended to the preservation of peace and good order in the Far East, if Japan and the United States had been signatories to the treaty. (Hear, hear.) Mr. Pollock then proposed a vote of thanks to Mr. Francis for his very able lecture, and Mr. Francis having replied to the vote, the meeting dispersed.

AT THE MAGISTRACY.

TWO HIGHWAY ROBBERIES IN CUSTODY.
We have now pleasure in reporting that the perpetrators of last Sunday afternoon's robbery on the Bowen Road are both in the custody of the police.

Yesterday we reported that one was captured with three other Chinese loitering about very suspiciously in the vicinity of Sunday's outrage. The two Indian detectives who effected this smart capture are Nos. 575 and 576. Inspector Cuthbert captured the remaining robber this morning. He told the man in custody to point out his accomplice and it was practically no sooner said than done for the prisoner took the police down to a house in Wanchai and pointed out a man as being his assistant in the robbery. This man said "I did not do it." The admission of being

the right men have been arrested. Another point against him is that the pawn broker who received the gold chain and the watch for \$150 identifies the second man as the one who pledged the goods, although the victim of the robbery, Mr. Esrom, fails to identify him. This latest capture is named Li Hing, the man who was arrested by the Indians being called Wong Hoi.

It is lucky that the police have effected a capture at all, but their manner of doing things shows the robbers to be fresh hands at the game. These two men were charged before the Magistrate to-day with robbery with violence, and the other three men were charged with being rogues and vagabonds, having been found loitering about in a suspicious manner. The prisoners were remanded.

ARMED ROBBERY.

The four men who were remanded sometime ago on charges of armed robbery, stealing \$250 from a shop in Kowloon City on the 22nd of February last, were brought by Inspector Macdonald before Mr. Hazeldan again to-day. The defendants were armed with revolvers and four out of seven were captured. Mr. Robinson was for the third defendant. The case was remanded.

THE USES OF VERANDAHES IN HONGKONG.

At the meeting of the Sanitary Board this afternoon, a letter from the Colonial Secretary (Hon. J. Stewart Lockhart) dated 28th Feb., was submitted. He enclosed a copy of a letter from the Hon. D.P.W. together with its enclosure, and a minute by the Hon. W. Meigh Goodman (Attorney General) and he pointed out that though the law in question prohibited the use of verandahs as store-rooms, living rooms, kitchens etc., it was evident to anyone observing the houses in Queen's Road West that this prohibition has been neglected. His Excellency the Governor wished to obtain the opinion of the Board, on the question of partitions without partitions. It was obvious that verandahs without partitions would decrease the safety and destroy the privacy of houses in a row, and would probably be instantly as preventing windows being opened at night; while the argument of the additional facility in case of fire had little weight, for if there were no balconies it would not be possible to pass from one house into the next.

The following minutes were appended:—
Dr. Clark:—The law prohibits the use of verandahs over Crown Land as "bath-rooms, urinals, waterclosets, sleeping apartments, store rooms or cook rooms (Ord. 4 of 1898) and during 1900 no less than 81 prosecutions were instituted by me for offences against this law. Seventy-one convictions were obtained and penalties to the amount of \$107 recovered. Nine cases were withdrawn owing to a flaw in the summonses, but a verbal order was made by the Magistrate for compliance with the law. In the remaining case the defendant absconded.

With regard to the use of verandahs as living rooms the law does not specifically prohibit this, and no objection has ever been taken by this department to a table or a chair or two on the verandah. As to the partitions I think that solid party walls should be allowed to a height of seven feet, so as to secure privacy, and that the rest of the partition should be of iron, brass or lattice work at least two thirds open.

Dr. Harlan:—It will be impossible to prevent the improper use of verandahs by Chinese so long as verandahs are allowed at all. I agree with the M. O. H. regarding partitions.

Mr. E. Osborne:—Enforced existing regulations but do not start any new crusade in regard to verandahs. The partitioning does no harm and should be allowed. There are many other and greater evils that need our attention.

Mr. Chan A. Fook:—I agree with Mr. Osborne.

Mr. Fung Wa Cheung:—I agree with Mr. Osborne.

Hon. R. D. Ormsby:—Discuss at next meeting.

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

The Statutory Meeting of the above Company was held at the Company's Office, 20, Des Voeux Road, to-day, the 7th March, at noon.

The Chairman said:—Gentlemen, as you are aware, this is only a formal meeting required by law to be held within four months from the registration of a company. I may tell you, however, that the company has been doing well. The new boats we are building will be ready soon, when I hope we shall be in a position to meet the requirements of our supporters. Thank you for your attendance.

SANITARY SURVEYORS REPORT.

The report of the Sanitary Surveyor (Mr. J. J. Bryan) for 1900 was submitted at the meeting of the Sanitary Board this afternoon. Plans had been passed by him during the year for the drainage of 645 houses. The plans of 495 were carried forward from 1899 making a total of 1107 in hand during the year. The drainage of 333 houses had been completed and plans for 43 had been cancelled, leaving 741 carried forward to 1901. In addition, notices for repairs or additions to the drainage arrangements of 183 houses were carried forward from 1899, and new notices were received for 352, making a total of 535 for the year. Of these 388 had been completed, leaving 147 to be carried to 1901.

The drains of 168 houses had been opened out and reported on. Of this number five required re-construction, 111 amending, and 52 were found to be in order. Notices had been served on 116 owners calling upon them to do the work.

As stated by Mr. Drury in his report last year, the redraining of old houses was then practically completed and the 168 houses above were those of which he had received complaints from Inspectors of Nuisances, or had on personal inspection thought desirable to open out.

In addition, 5756 houses had been inspected by himself or the Drainage Inspector, with the result that minor drainage defects had been found in 1889 instances. Notices had been served in each case to carry out the necessary work. 282 Nuisances had been reported to the M. O. H. and 73 to the Hon. D. P. W. to be dealt with by them.

THE SALE OF RACE PONIES.

The following Race Ponies and Hacks were sold by Messrs Hughes and Hough yesterday afternoon:—

1—Rascal	20
2—Woodpecker	30
3—Orinoco, Polo Pony, ch. g.	15
4—Woodcock	10
5—Commonwealth	10
6—Pilgrim	10
7—Miser	150
8—Polka	110
9—Colonist	140
10—Strategist	125
11—Taranula	120
12—St. Andrew	110
13—Dingo, Bay Australian gelding, winner of the "Encouragement Stakes" and "Open Steeplechase"	250
14—Emu, Dun Australian gelding	150
15—Ting Hoo, China pony	150
16—Kingfisher, China pony	100
17—Kowloon	55
18—Farwell, Black waler, ran prominently at the Races.	430
19—Deep Bay, Bay waler	200
20—Castle Peak	150
21—The Doctor, Brown China Pony, ran prominently at the Races	410
22—Sandstorm, Dun China Pony	140
23—Thunderstorm, Bay do	140
24—Tuba Rose, Grey do	160
25—Interrogation	115
26—Black Pony	65
27—Rhinoceros, winner of the "Garrison Cup" and in the "Derby" and in the "Champions"	550
28—Algod, winner of the "Lucky Cup"	300
29—Fame	290
30—Mentor, winner of the "Jockey Cup"	380
31—Kismet, winner of the "Maiden Stakes" and "The Hongkong Derby"	1200
32—Grey Hack, (waler), withdrawn	11
33—Chestnut Hack, (waler), withdrawn	410
34—Hoodoo	410
35—Modder, Chestnut China pony, withdrawn	11
36—Queen Bess, Black Australian	265
37—A Bay China pony	No bid
38—Blossoming Rose	150
39—Favorite Rose	200
40—Confederation	260
41—A Derby Griffin	95
42—A Cream Australian pony	40
43—An Arab Horse	95
44—A Country bred pony	60
45—Defence	320
46—Battle-axe	200
47—A White China pony, withdrawn	100
48—A Bay gelding	100
49—A Grey China pony	60
50—Minor	80
51—Fugo	230
52—Donner	450
53—Baron	600
54—Edmund	145
55—Brevin	155
56—Tig Bits, dun China Pony	150
57—Crusader, (bay waler)	270
58—Blazer, (waler), withdrawn	170
59—A China pony, withdrawn	100
60—Thistle	100
61—Adler	35
62—Chestnut Pony	200
63—Radwick	260
64—Lincoln	260
65—Belvoir	280
66—Croxton, winner of the "Nil Desperandum" and placed a number of times during the meeting	330
67—Desespoir	150
68—Blitz	400
69—A Saddle Horse	35
70—Brown Horse	155
71—A Polo Pony Cocktail	25
72—Boxer	350

FAREWELL OF THE DALLAS COMPANY.

Never before has a theatrical Company had the season in Shanghai that the Dallas Musical Comedy Company brought to such a successful conclusion last night at the Lyceum. Playing twenty-five consecutive nights, including Sunday, and producing during that time some of the greatest of modern Comic Operas, there has not been a night when the signs "standing room only" or "house full" have not had to be posted early in the evening. Surely this shows the appreciation of the theatre-going public for the work done by the combination during its stay here. It must be acknowledged that the general average is very much above that of any other company which has ever appeared here. When added to this personal factor is considered that in dressing and staging neither trouble, expense nor taste has been spared; the secret of the success achieved is not far to seek.

According to announcement, the piece selected for making the final bow was the "French Maid" one of the best, most popular of the plays they have produced. And with a packed house, full to a great extent of those who during the season have come to appreciate to the fullest the ability of the actors, there was little reason to fear that the performance would lack anything. Nor did it. Those on the stage have never been seen to better advantage, albeit the colds which have interfered greatly with the singing were still in evidence. The singing was good, the choruses were resounding, and the action went off with a go which made every line complete. On the other side of the foot-lights, also, nothing better could be desired. Every hit was greeted with tremendous applause, and as the well-known songs were heard for perhaps the last time, it was difficult for the artists at times to proceed, so both were their hearts to be satisfied. Flowers were much in evidence during the second act, the principal ladies receiving these tokens in numbers from their admirers amongst the audience. The action of the piece has already been described in these columns, and besides, this was a secondary matter last night.

Upon the fall of the curtain on the concluding scene, the "thunders of applause" rendered imperative a leave-taking of some sort. The curtain was therefore again raised, and Mr. Dallas, still in his costume, stepped forward, and in a few well-chosen words thanked the public for the support which it had given him, reminding them that they had proved what he had long held that Shanghai was a very good town for showing; and that they would well reward the manager who brought out a large, and as he had been told by some of the residents, a good company. He assured all that he and all the members of his company felt grateful for the kindness which had been shown them, and that they would all look forward with pleasure to the possibility of paying another visit here. He concluded by saying that he had made arrangements for opening here with another, and he hoped better say "good-bye" but not "farewell."

JAPANESE SUGAR REFINERIES AND HONGKONG.

We take the following extracts, referring to the sugar industry in Japan, from a long and valuable report on the trade of Nagasaki for the year 1899, by Mr. J. H. Longford, the British Consul at that port:—

"The import of sugar into Nagasaki in 1899 amounted to 236,826 cwt., valued at £157,569. These figures show a decrease of 405,148 cwt. and of £267,028 in value as compared with the import in 1898, and of 103,688 cwt. and of £53,150 in value as compared with the import of 1897. In addition to the import into Nagasaki in 1899 there was also a small direct import into the port of Kuchino-shu. Taking the standard of value, sugar holds the second place among the imports of Japan, yielding precedence only to raw cotton, and very considerably surpassing the aggregates of cotton or woollen manufactures, metals, or machinery. Its consumption is keeping pace with the steadily advancing standards of comfort and luxury among all classes of the people, and is yearly increasing, and it may be confidently expected to continue to do so. The whole quantity has grown in fifteen years from an average of less than 64 lbs. per head of the population to one of over 12 lbs. at the present time, but even the latter figure still represents a low standard as compared with that in Western countries. It is in the higher grades that the increase in consumption may be most confidently expected. Its import has been a most valuable item in the trade with Hongkong, but its continuation is now very seriously threatened. Two large refineries have been established at Osaka and Tokyo capable of turning out in the aggregate about eighty tons of refined sugar per diem, and both have financially been so eminently successful as to warmly encourage the continued development of this industry in Japan under prospects that every year are more and more brightening. At the present time the establishment of a third refinery on a large scale is being promoted at Wakamatsu, close to the rising port of Moji, in the north-west of the island of Kyushu, a locality which is in every sense most favourably situated for the industry. Labour is plentiful; there is an excellent supply of good water, an important item in the industry, while its proximity to the principal coal districts of Southern Japan not only ensures cheap fuel, but also cheap carriage of raw material from abroad, as freights will be low to a place from which full return cargoes of coal at remunerative rates can always be relied on. Local refineries are also largely favoured by the new Customs tariff. The present tariff will continue in force for a period of twelve years from 1899, at the end of which Japan will obtain absolute tariff autonomy. The tariff on the import of local industry develop to a degree which will promise to supply the entire needs of the people, it is not unreasonable to assume that further assistance will be demanded from and given to it by Government in increasing the present duties. At Hongkong all raw material has to be imported, but its import is untaxed, and freights on it are, owing to its closer vicinity to growing districts, cheaper than to Japan. Labour is much cheaper, and management of large undertakings by Europeans is more economic and infinitely more efficient than by Japanese. These are the sole advantages possessed by Hongkong in this industry as compared with Japan. They will—while they continue—perhaps enable it to compete successfully with Japan in neutral markets; but, as to Japan itself, the local refineries now enjoy a clear margin of 30 to 35 per cent on refined sugar of the first grade, and 40 to 45 per cent of the second or higher grade, and this is already quite sufficient to turn the scale in their favour for every article that they are able to produce. In addition to these existing, or prospective advantages enjoyed by the native refineries, methods of pushing their business have been adopted which are well calculated to bring their products into favour and notoriety among consumers. The competition, that is now not threatened but an actual factor, is of a much more formidable nature than any Hongkong has heretofore encountered, and either energetic measures must be taken to combat it, or an entirely new line of action struck out.

There is one way in which it may be counteracted, one which is certainly the reverse of free trade risk; but which, the other hand, might not only prevent the loss of what has already been attained, but secure a full share in the increasing market of the future. That is, to establish branch refineries in favourable localities in Japan itself. The new treaties give the right to do so in any part of the Empire that appears suitable, restrictions that now exist in the acquisition of real estate, in perpetuity or for sufficiently long periods to justify the erection of expensive buildings and manufacturing plant, seem likely to be removed by the legislation that the development of a more liberal spirit among the Japanese people is now promoting, and though such enterprises on the part of foreigners in Japan would have to encounter many difficulties from an organized opposition on the part of the native competitors already in the field—one that would not always be conducted on strictly legitimate lines—this might be counteracted to a large extent by a liberal admission of Japanese shareholders, and the superior economy and efficiency of European management should in themselves go a long way to atone for all other disadvantages. The experiment is a risky one, but the possible rewards may be sufficient to justify its contemplation, and it is far less speculative than many for which funds are yearly found in abundance in Eastern European settlements."

The new import tax on sugar to be levied in Japan will no doubt greatly benefit the Hongkong Refineries for the time being. Large quantities of sugar continue to be shipped from Hongkong to Japan, and the protective duty will no doubt considerably enhance the price in Japan. It must, however, be borne in mind that the chief markets for the Hongkong Sugar Refineries are Australia and India, and it is extremely unlikely that the Hongkong Refineries would ever contemplate starting in Japan. The proposed duty in Japan, would be strongly against any departure of the Hongkong Companies in this direction, Hongkong itself being a free port. In the meantime it is for them to continue shipping to Japan all they can.

THE PLAGUE.

Number of cases reported up till noon of the 6th March, 1901	Chinese	3
	Other Asiatics	0
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	4
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date	Chinese	32
	Other Asiatics	0
	Europeans	0
Number of deaths reported up till noon of the 6th March, 1901	Chinese	4
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	4
	Other Asiatics	0
	Europeans	0
Total number of deaths reported to date	Chinese	32
	Other Asiatics	0
	Europeans	0

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1899.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.
On date at 4 P.M.
Barometer 30.14
Thermometer 59
Humidity 66
Rainfall 69

TO-MORROW.

Thursday, 7th March, 1901.

Chinese—17th of 1st moon of 27th year of Kwang-su.

Sun—Rises 6hr. 18min.
Sets 6hr. 4min.
High water—Morning 11hr. 43min.
Afternoon 11hr. 6min.
Low water—Morning 5hr. 5min.
Afternoon 4hr. 55min.

ANNIVERSARIES.

1856—Chinese Fire Brigade organised in Hongkong.

1874—Burning of Coomassie and flight of King Koffie.

1894—Ocean Coal's steamer *Tantulus* stranded off Table Island; afterwards got off much damaged.

1897—Suicide of Mr. R. Fanech near Yokohama.

1899—British Minister visits Tungkai Yamen in support of Italian Claim.

1900—Prince Waldemar of Denmark arrives at Fouchow on his Yacht the *Valkyrie*.

TO-MORROW.

Friday, 8th March, 1901.

Chinese—18th of 1st moon of 27th year of Kwang-su.

Sun—Rises 6hr. 17min.
Sets 6hr. 5min.
High water—Afternoon 10hr. 10min.
Afternoon 11hr. 20min.
Low water—Morning 5hr. 35min.
Afternoon 5hr. 35min.

ANNIVERSARIES.

1801—Battle of Aboukir.

1844—Bernadotte, King of Sweden, died.

1854—Commercial treaty between United States and Japan concluded.

1860—A definite reply given by China to the ultimatum of the Allies.

1868—Steamer *Volga* lost.

1887—H. E. Chang Yin Hunn appointed Chinese ambassador to the Diamond Jubilee.

1898—Russia demands lease of Port Arthur and Talienwan on same terms as Kiaochow.

1899—Lord Charles Beresford returns to England from the Far East.

1900—Duke of Westminster Sells his Racing Stud, "Flying Fox" fetches 37,500 guineas.

AGENDA.

TO-DAY.

9 p.m.—A Grand Boxing Contest at the Theatre Royal.

Cargo ex *Bombay* subject to rent.

TO-MORROW.

Daylight—N. Y. K. steamer *Kawachi Maru* leaves for Marseilles and London via Singapore etc.

(About)—P. & O. S. N. steamer *Malacca* leaves for London.

3 p.m.—Public Auction of Property by Mr. G. P. Lammert at his Sales Rooms Duddell Street.

Cargo ex *Alorasia* subject to rent.

SATURDAY, 9th.

Daylight—D. & Co.'s steamer *Thales* leaves for Swatow.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ltd., at their offices.

9 p.m.—Grand opening night of the Dallas Company at the Theatre Royal.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Stuttgart*) to-morrow.

American (*Doric*) 9th instant.

Indian (*Carnegie*) 12th instant.

French (*Ernest Simon*) 13th instant.

Canadian (*Empress of China*) 18th instant.

American (*Nippon Maru*) 19th instant.

Canadian (*Tartar*) 28th instant.

THE C. P. R. CO.'S STEAMER *Tartar*, left Vancouver on Tuesday, the 5th inst., for Hongkong direct.

The U. & O. S. Co.'s steamer *Doric*, with Mails, &c., left Shanghai for this port yesterday, the 6th inst., at 11 p.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Vancouver on Tuesday, the 5th inst., at 9:30 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hansa* at Kowloon. Doel

G.M.S. *Hertha* " " "

U.S.S. *Isa de Luon* " " "

U.S.S. *Bennigsen* " " "

U.S.S. *Kortum* " " "

H.M.S. *Albatross* " " "

H.M.S. *Arcturion* " " "

Glenegle " " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 8th Mar., at Daylight.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Mural	MOI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG Frosch	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	8th March. Freight.
SAVOIA Behrens	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 23rd March. Freight and Passage.
MARBURG v. Binter	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 30th March. Freight.
SIDIRIA Jacobs	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April. Freight and Passage.
BAMBERG Jacobs	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 10th April. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents, HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 4th March, 1901.

THE U.S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany; by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 4th March, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 2nd March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 4th March, 1901.

NOTICE

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay at Hongkong Harbour.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Suduki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to THE OSAKA SHOSHEN KAISHA, LIMITED.

Hongkong, 20th February, 1901.

NOTICE

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay at Hongkong Harbour.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Suduki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to THE OSAKA SHOSHEN KAISHA, LIMITED.

Hongkong, 20th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STREAMERS.	TO SAIL.
AMOY and MANILA	"SUNGKIANG"	8th instant.
MANILA	"TAIYUAN"	20th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th instant.
"	"TANTALUS"	19th instant.
"	"AJAX"	25th instant.
"	"PYRHEUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENTOR"	2nd April.
LIVERPOOL (DIRECT)	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES)	"PATROCLOS"	About 13th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 6th March, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART," of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outwards German Mail about FRIDAY, the 8th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 4th March, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, on SATURDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 6th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above on MONDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain Buller, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th February, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port, on or about the middle of March.

For Freight, apply to DODWELL & CO., LIMITED.

Hongkong, 28th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIORE and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Leva, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th March, 1901.

NOTICES OF FIRMS.

NOTICE.

WE have This Day authorized Mr. P. C. H. PORTS to SIGN our FIRM.

BENJAMIN, KELLY & POTTS.

Hongkong, 6th March, 1901.

NOTICE.

MR. OSWALD DYKES THOMSON has This Day been admitted a PARTNER in my Practice as a SOLICITOR, PROCTOR and NOTARY PUBLIC, and such Practice will henceforth be carried on under the Style of

"STEPHENS & THOMSON."

Dated Hongkong, 1st March, 1901.

271c MATTHEW J. D. STEPHENS.

To be Let.

TO LET.

THE LOSS OF THE STEAMER "ASHTON."

By the S.S. *Yinsen Maru*, which reached Yokohama from the North on the 23rd ult., says the *Kobe Herald*, there arrived Capt. House, the chief officer, Mr. C. Vickers, and 29 men of the wrecked British steamer *Ashton*, concerning which some particulars have already been published.

Mr. Vickers, the chief officer, when seen by a *Japan Herald* representative, said the *Ashton* was bound from Muroran to Hongkong with a cargo of coal when at a quarter to one on the morning of the 15th ult. she struck a rock off Oma, Aomori-Ken, and settled down with the stern alone above water, ten minutes later. The weather was pitch dark at the time with the snow falling, which helps to explain the accident. All the boats except one were stove in by the heavy seas which swept the decks, but the entire crew managed to get safely away in the surviving craft, though they had to escape just as they were when they left their bunk. They were an ounce of extra clothing and minus all their private belongings which went down with the ship. It is not true, as hitherto reported, that the boat was swamped. The men pulled about four miles to a bay about three miles from the village of Oma, and landed some forty yards from the shore on some rocks whence they had to wade to the beach. The unfortunate mariners had by that time reached the limits of their powers of endurance, and had the strain lasted much longer they would have been forced to succumb. Their plight, even though they were sufficiently dexterous to have half naked for the most part, and had to make their way with extreme difficulty through the snow which often reached to their middle. Finally they found a fisherman's hut where they made a fire and stayed until daybreak. Later they were found by the Japanese who treated them very well indeed, though for the first day their only food was rice. Later, however, they managed to get aboard the *Ashton*, when they rescued some of their own supplies which helped to make their position more endurable. The *Ashton* was then lying 30 degrees by the head, with the bottom almost entirely knocked out of her.

THE JAPANESE GOVERNMENT'S TAXATION PROPOSALS.

The Committee of the House of Peers appointed to consider the bill regarding increased taxation rejected the bill by a large majority on Monday, the 25th ult. The bill was to be brought up for debate in the House on the 26th; but the debate was postponed till the next day at the earnest request of Marquis Ito, Premier. It is believed that if the Upper House endorses the attitude of their committee towards the bill, the Imperial Diet will be suspended. It is reported that Marquis Ito was received in audience by His Majesty on the 26th ult., when the Premier appealed for the Imperial sanction regarding the action to be taken against the Diet.

The *Osaka Mainichi* reports that 264 members out of 300 in the House of Peers are opposed to the bill.

NOTES FROM THE NATIVE PRESS.

(From the *Mercury*.)

SHANGHAI, March 2nd.
It is rather remarkable that the *Shen Pao* and *Chung Wai Yeh Pao* all chronicle the receipt on the 7th of the 1st moon of a nine sectioned edict, but refrain from printing the 9th section, the most important of all, viz. that referring to the punishment of the authors of the troubles. The *Su Pao* gives it in full. Over one hundred names are said to be down on the Black List of offenders in the recent article to the subject of the punishment of the chief offenders in the recent debacle. Each succeeding decree has been severer upon them, till even the dead are not exempt, their posthumous honours being recalled, if they were guilty of encouraging the Boxers. All this is excellent, says the editor, but how much better would it not have been if the Court and its Ministers had thought of all this earlier! As the Emperor said: The natural ability is alone sincere. Why then did they not long ago see through the errors of Boxerism—now the Court is reduced to such straits that they are no longer free agents, they cannot rely on the mountains and streams, so that possibly even rooting place big enough for a few hens will not be any longer sure. As to any hope of aid by a Russian alliance that has long been seen to be vain by the knowing ones, for even if such an alliance did exist, a turn in affairs would leave us once more in the same predicament. To act late is not so good as to act early, to act willingly is better than after constraint is applied. We now hear that a supplementary list of offenders is being prepared of large proportions, including also a certain official family. Whereas formerly only encouragers of Boxerism were named now the list covers traitors and officials implicated in provincial missionary cases. Considering their crimes their death should not be much deplored, and the Government is foolish if it delays the peace by trying to shield these culprits, thus leading foreigners to say that China will never turn from the error of her ways save by the application of military force. Besides, this silly shuffling will seriously handicap us in all future intercourse with foreign nations. In 1862, the 1st year of T'ung Chih, the Viceroy of Yunnan and Kweichow, when he was guilty of inciting the populace to burn churches and slay missionaries. The foreigners at that time demanded the Viceroy's execution and people then said that rewards and punishments should not be dealt out at the dictation of outsiders—bold words which stirred discussion! But as he in truth was a high official should be let off? But to speak of the present, China's plan is not yet appeased, and the foreigners' wrath not yet assuaged. Happily for us, our Emperor has a far seeing mind. If he should only obtain one or two men who understood the needs of the hour to help him, not glorying over errors, or shielding the evil, then would the world know that the Court is sincerely desirous of peace and amity. Those below would copy those above, and the people's minds would be moved as by a heavenly influence. Thus and thus only will our country secure happiness.

After reading this able leader we are constrained to say: Would that everywhere in China there were editors like that to influence Chinese public opinion!

The *Su Pao* hears that the Allies have asked for the punishment of over seventy more officials, chief of whom is Ho Nai-sing. In Hang Chen of Hunan province, the missionaries involved both England and France. The English indemnity has been fixed at 15,000 taels. The French demands are not yet settled.

Chang Chih-tung, although otherwise in good health, is said to be getting stiff in the joints so that he kneels with difficulty on this account. On New Year's day he did not leave his yamen. It was reported that the Japanese Consul at Shanghai had been killed by a Chinese official.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Lightwood, R.
Byres, W. R.
Albert, Miss
Ath & Co.
Abern, J.
Brockman
Bosenberg, W.
Bradbury, G. W.
Brown, H.
Bicarhonat, W.
Barbey
Bronson, O. C.
Benn, A.
Bashan, E. H.
Bales, H. H.
Buck
Bingham, J. E.
Barnes, B. D. V.
Beves, R. M.
Bailes, J.
Braga, Mrs.
Clark, Mrs. F. R.
Cooper, E.
Coke, Dr. G. H.
Colegrove, R.
Curren, T. B.
Calver, Miss
Cotton, A. S.
Champion, Mrs. M.
Cress, Miss
Carole, H.
Cummings, J.
Collins, A. E.
Cowie, E. H.
Crake, W. A.
Cook, L. F.
Datema, Capt. E.
Dallas, H.
Duckmanton
Donnelly, P.
Drake, Mrs. F. J.
Drake-Brockman
Davis, J. L.
Daly, M.
Degan, A. B. H.
Elvins, E.
Evans, E. J.
Epton, T.
Ekelschiffe, H.
Eger, O.
Eastwood, J. E.
Finlayson, H. M.
Flores, J.
Fuset, D. F.
Francis, W. H.
Forest, Miss A.
Fidwell, J. P.
Goss, J.
Guttridge
Geansy, B.
Greig, Miss
Graham, Dr. M.
Garnett, W. B.
Gregg, H. H.
Grill, L. F.
Hop Long
Ho Wah
Haag, Mrs. A.
Hamilton, G.
Hitchcock, E. A.
Hunter, C. G. W.
Hill, L.
Herman, H. V.
Hodges, J. R.
Hooley, H. D.
Harvey, P. L.
Halkin, D. J.
Hall, H. H.
Helyoak, P.
Herman, B.
Harris, A. C.
Harrigan, J.
Hendinning, R.
Hendstone, Miss.
Jones, Mrs.
Jantke, K.
Jones, Dr.
Ignan, Madame
Kong Ah Muoy
Kirkwood, M.
Karge, T.
Knight
Lo, Cheuk Man
Lo, H. H.
Levick

List of Registered Covers in Poste Restante.
Aster Singh
Allan Thu Con & Co.
Aboone, P. A.
Adam, Miss
Aziz Khan, Lapis
Abdul Khan
Afzal Khan
Butchen Singh
Bhagwan Singh
Budha Khan
Bull, P. Gulvao
Bhat, Khair
Brougham, Ed.
Cottwell, H. R.
Crews, J.
Chandi Singh
Carum Baksh, (Um-balla)
Caine Road No. 29
Chandragit, J.
Chandar Pal Singh
Davis, L. T.
Darnell, Miss F.
Fur Siakar Sang
Fasal Ahmed
Falek, W.
Flores, J. S.
Fox, F.
Fatmalee (Bombay)
Frampston, Mrs.
Goh Kikabure
Geoghegan, N. M.
Ghulam Rasool
Gallike, Fr.
Hans, Mrs. A. J. C.
Hooker, Mrs. O.
Hinton, R. S.
Hollins, G. K.
Hinda Singh
Harayuchi, B.
Harper, A.
Jenkins, B. N.
Joseph, S. S. Abdul
Jurnanali Shah
Jamal Singh
Kushiro, C.
Kierna, Miss A.
Kader Bap, Insp.
Koch, Carl
Llacho, Cheang
Lopes, Da. C. J.
Lam, Yuen
Leopold, Herrn.

List of Registered Covers for Merchant Ships.
S.S. *Amigo*.....F. Wallat.
S.S. *Arcturion*.....J. Abernethy.
S.S. *Berkshire*.....J. Severdson.
S.S. *Brand*.....Capt. J. Thompson.
S.S. *Carthage*.....Mr. L. Migon.
S.S. *Calchas*.....H. C. Beasley.
S.S. *Calchas*.....Mr. Carefull.
S.S. *Ducation*.....M. Y. Garbutt.
S.S. *Domus*.....T. Connolly.
S.S. *Domus*.....J. M. Williams.

S.S. *Kirkfield*.....G. Dubren.
S.S. *Kong Nam*.....J. S. Gil.
S.S. *Mendous*.....Ambrose.
S.S. *Milos*.....A. Hausen.
S.S. *Munkden*.....W. Rummel.
S.S. *Radley*.....John Mann.
S.S. *Sabina Rickmers*.....R. G. Lowden.
S.S. *Taiyuan*.....W. H. Wilson.
S.S. *Tsingtau*.....Capt. Westels.
S.S. *Tsingtau*.....J. Pote.
S.S. *Ulysses*.....H. Weldon.
S.S. *Vienma*.....C. Melay.
S.S. *Wongkol*.....C. Schull.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900.

THE NEW FRENCH REMEDY, THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

JUST ARRIVED. GENUINE CHERRY WATER, ACETES SCHWABZWALDER KIRSCHWASSER.

\$2.50 per Bottle. H. RUTTONJEE, 21, 22, Elgin Road, Kowloon.

Hongkong, 21st January, 1901.

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury, Established upwards of 30 years in boxes of 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

Intimations.

NOTICE.

ALL OUTSTANDING ACCOUNTS against the Undersigned must be presented for PAYMENT not later than NOON, on SATURDAY, the 9th instant. HECTOR W. SAMFSON, Room 74, H.K. Hotel, Hongkong, 4th March, 1901.

Intimations.

SEALED TENDERS in Duplicate will be received at the R.N. HOSPITAL, until 10 A.M., on the 15th March, 1901, from persons desirous of supplying BEER, MUTTON, FOWLS, BREAD, PURE COW'S MILK, AERATED WATERS, ICE, and other Provisions and Necessaries for the year ending 31st March, 1902. Sealed Tenders in Duplicate will also be received for the HOSPITAL WASHING, and for COAL (Akaiki). Printed Forms of Tender and further Particulars can be obtained at the R.N. Hospital. The Right to reject the Lowest or any Tender is reserved.

THOS. BOLSTER, Dep. Inspector-General, R.N. Hospital, Hongkong, 5th March, 1901.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE, and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows: Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accepts no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOAQUE, Acting Manager.

Hongkong, 26th February, 1901.

MADAME ZARIA.

FORTUNE TELLER. LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 5 P.M. at the Annex to THOMAS' GRILL ROOMS, Room No. 15, Second floor, Hongkong, 6th March, 1901.

NOTICE. REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COM-PRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to Messrs. JOHNSON STOKES and MASTER, 12, Queen's Road, Central.

Hongkong, 15th February, 1901.

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JERSEY for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th February, 1901.

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT OF PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents, Hongkong, 16th January, 1901.

PIANOFORTE LESSONS.

MISSE MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN. Terms very Moderate. Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES. JEVES FLUID. SOLELY PREPARED BY THE PROPRIETOR.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1901.

SIEN TING.

SURGEON DENTIST, No. 14, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1900.

UNTOUCHED BY HAND.

MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared is similar to Breast Milk.

MELLIN'S FOOD, WATSON & CO., LIMITED, HONGKONG.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, 11, House Street, Praya Central. Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies—Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinomi Coal Mines, Onomura Coal Mines, No. 1, Ohtsui Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikke Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager, Hongkong, 11th December, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900.

MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1900.

KANANGA OF JAPAN.

RIGAUD and Co. PARIS. Kananga Water, the most delightful toilet water, trandereth the skin, relieves mosquito bites, and humors a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery. RIGAUD'S KANANGA EXTRACT, RIGAUD'S WHITE ROSE, RIGAUD'S MELATI EXTRACT, RIGAUD'S IZORA D'AFRIQUE EXTRACT, RIGAUD'S LILY OF THE VALLEY EXTRACT, RIGAUD'S YLANGYLANG EXTRACT, RIGAUD'S BANYAN EXTRACT, RIGAUD'S JASMIN OF CHAMALIS EXTRACT.

9, RUE VIVIENNE, S. PARIS.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST. TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'AGUIAR STREET, Hongkong, 27th April, 1901.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BOMBAY" FROM LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Options of Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Superintendent, Hongkong, 1st March, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents, Hongkong, 1st March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA AND KOBE. THE Steamship "MORAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 8th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Hongkong, 1st March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PLASSY" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. *Britannia* and *Hawthorn*. From Bombay, ex S.S. *Oriental*. From Australia, ex S.S. *Himalaya*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

From Madras, ex S.S. *Palmacotta*. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent, Hongkong, 2nd March, 1901.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE. CONSIGNEES OF CARGO per Steamship "CHINA"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent, Hongkong, 4th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex S.S. *Gee* and *Vermas*. Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

